FWD 221

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

CONFIDENTIAL

25X1

COUNTRY	Rumania	REPORT	
SUBJECT	Bucharest/Baneasa Civilian Airfield	DATE DISTR.	9 December 1954
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PLACE ACQUIRED		REFERENCES	

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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USAF review completed.

25 YEAR RE-REVIEW

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STATE #	X	ARMY #	X	NAVY #	X	AIR #	X	FBI		AEC					

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REPORT

25X1

COUNTRY Rumania

DATE DISTR. 12 Nov 1954

SUBJECT Bucharest/Baneasa Civilian Airfield

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THIS IS UNEVALUATED INFORMATION

1. Bucharest/Baneasa civilian airfield was located approximately six kilometers north of Bucharest, immediately west of the Bucharest - Ploesti national highway (see Annex A).

2. Its dimensions were approximately one kilometer by one kilometer; it was rectangular-shaped. The airfield or runway could be extended one to two kilometers to the east and northeast. On the north side it was bordered by a forest, on the west by the national highway, and on the south by the airfield installations and the village of Baneasa (N 44-30, E 26-04).

3. There was only one concrete runway, oriented 75° - 285°. When originally built before World War II, the runway was 800 m. long but runway extension work was completed in 1950 which gave it a total length of 1,300 m.; its width was 20 m. The runway appeared to be in very good condition in summer 1951 it could be extended further to the ENE. (See Point 5 Annex B.) One concrete taxi-way (dimensions unknown) extended north to south from the west end of the runway to the air terminal. A large concrete apron (dimensions unknown) extended from the air terminal eastward to the hangars there may be a taxi-way from the east end of the runway leading to the runways. The sod surface was level and well graded and natural drainage appeared to be good

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During the winter, snow plows or street-sweeping vehicles cleared snow from the runway. [redacted] the extension of the runway was begun in 1948 and completed in 1950. 25X1

4. [redacted] only one building was erected between 1946 and summer 1953, i.e., the new air terminal in the southwest corner of the airfield. This was a very modern structure presumably designed by engineer (or architect) PRAGER. It was in the shape of a three-pointed star with a radius of about 75 m. and had a high dome in the center. This building was completed in 1952. The D/F station (statia de gonio) which had originally been located at the western extremity of the runway, had been moved to the eastern extremity of the runway. In summer 1951 [redacted] the D/F equipment mounted under a tent operating at the east end. In summer 1953 [redacted] the D/F station had been permanently moved to that location. 25X1 25X1

5. Obstructions included:

a. Four radio masts, the highest 20 m., located 1½ km. west of the airfield (see Point 1, Annex A).

b. A chimney, height unknown, west of the airfield 275° heading [redacted] 25X1

c. A forest which extended along the northern periphery of the airfield.

6. Technical facilities included:

a. [redacted] there was no radar equipment at the airfield but was told by one ANASTASIU that the airfield had a radio beacon. Radio facilities were: 25X1

(1) A radio transmitter station - (see Point 1, Annex A)

(2) D/F facilities - (see Points 6 and 7, Annex B)

(3) TARS radio facilities - (see Point 12, Annex B)

(4) Meteorological Institute radio facilities - (see Point 11, Annex B)

[redacted] voice-type radio equipment was available in the control tower (Point 12, Annex B). 25X1

b. Telephone facilities were available through Bucharest. The D/F station and the control tower communicated by field phone. [redacted] but knew the Rumanian Post Office had teletype facilities. 25X1

c. The Central Meteorological Institute supplied periodic weather reports and also compiled data received from weather stations throughout Rumania and Europe. This institute was considered very efficient and professionally reliable.

d. Electricity was supplied by the [redacted] electric power net. 25X1

[redacted] 25X1

25X1

e. There were landing lights on both edges of the runway, installed either during or before World War II. 25X1
they were only turned on when an 25X1
aircraft was expected at night. They appeared to protrude five centimeters above the runway surface. A searchlight was permanently mounted 50 m. south of the west end of the runway, thus lighting that portion of the runway and the taxi-way. signal 25X1
flares were available

f. was a radio repair and maintenance shop located in the wing of one of the hangars.

7. gasoline trucks used 25X1
to refuel TARS aircraft
All of the airfield's installation had running water facilities.

8. The control tower was included in the new terminal building, which also served as the airfield administrative center. It consisted of a large room located in the airfield side of the dome of the terminal. 25X1
the terminal had first aid facilities because an ambulance was 25X1
always available at the field.

9. Rail facilities for the airfield were located in Bucharest; no spur line lead to the airfield.

10. The airfield, under the authority of the civilian airline, TARS, was the air port of entry for 25X1
Border guards
were the only military personnel observed on the field; they guarded the main gate and were posted along the fence.

11. Flying was performed mostly by TARS, Czech civilian airline and AEROFLOT aircraft. Flying activity was not intense 25X1
TARS aircraft never flew to the USSR but did fly to Prague. Prior to 1950, TARS maintained the following schedule:

a. Bucharest to Galati to Bacau (N 46-34, E 26-54) to Iasi (N 47-10, E 27-37) and return.

b. Bucharest to Constanta and return.

c. Bucharest to Sibiu to Cluj to Oradea to Satul-Mare and return.

d. Bucharest to Craiova (N 44-18, E 23-48) to Timisoara to Arad and return.

In 1952, after currency reform, the fare between Constanta and Bucharest round-trip by air was 75 lei. A round-trip second-class train ticket cost 50 lei.

12. TARS had prohibited night flying for its not only the crews were poorly trained but also that and the other 25X1
Rumanian civilian airfields were not equipped with the proper radio-landing aids. The most advanced type of landing-aid ever used at Bucharest/Baneasa was the Lorenz system which the Germans used during World War II. TARS air 25X1
accidents:

25X1

a. In 1951 or 1952, a TARS aircraft crashed near Sibiu; all passengers and crew were killed.

b. In 1949 or 1950, [redacted] at Bucharest/Baneasa airfield [redacted] a TARS aircraft stalled while making a landing approach and crashed west of the airfield; there were only two or three fatalities; about 10 passengers and part of the crew survived. 25X1 25X1

c. In 1951 [redacted] Petre NEGOITA, a TARS instructor pilot, had crashed and died in a TARS airplane. 25X1

13. In 1951, TARS maintained a training school at [redacted] airfield for pilots and crews. [redacted] the radio-telegraphers on the TARS crews [redacted] were professionally unreliable because the poorest of the meteorological institute radio operators were transferred to TARS. 25X1

14. Prevailing winds in the vicinity of the field were from the northeast; winters were usually mild.

15. Until 1948, TARS (previously known as LARES) had used both DC-3 and JU-52 aircraft for scheduled flights. In 1948, the Soviets re-equipped the airline, renamed it TARS, and brought in Soviet-made DC-3 aircraft. [redacted] Soviets were going to add some Ilyushin-type passenger aircraft to the TARS fleet. [redacted] DC-3 aircraft received from the Soviets were equipped with SRKS transmitters [redacted] The DC-3 aircraft which TARS took over from the LARES airline in 1948 were equipped with German-made FUG-3 radio sets. Between 1946 and 1950, [redacted] Rumanian military aircraft landing at Bucharest/Baneasa airfield. 25X1 25X1 25X1 25X1

3 Enclosures

Annex A: Overlay of [redacted] Bucharest, Rumania, pinpointing Bucharest/Baneasa Airfield

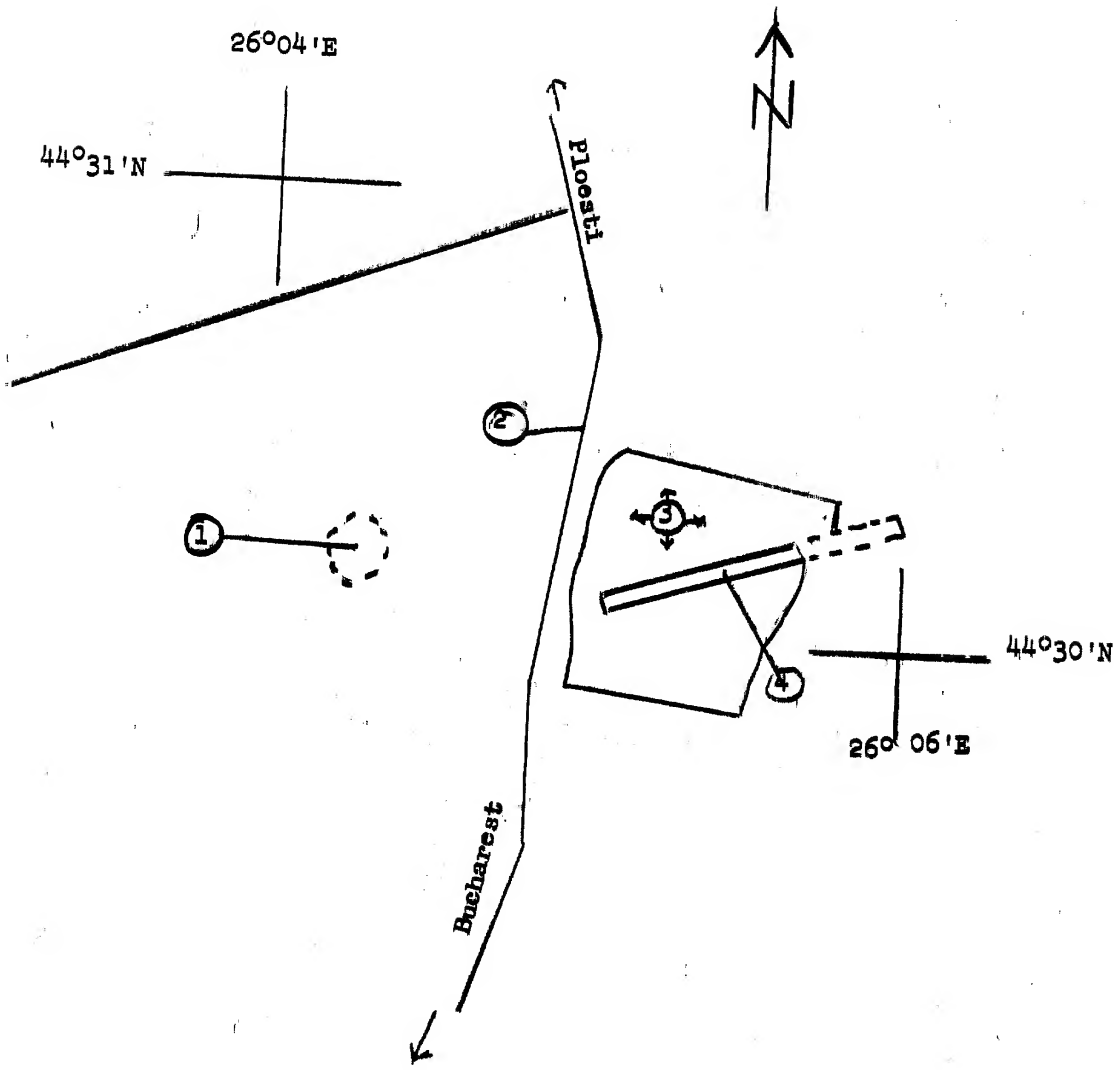
Annex B: [redacted] sketch of Bucharest/Baneasa Airfield and the new air terminal 25X1

Annex C: Personalities 25X1

[redacted] 25X1

ANNEX A

Overlay of [redacted] 25X1
Bucharest, Rumania, Pinpointing
Bucharest/Baneasa Airfield



25X1

Legend to ANNEX A

1. Transmitter Station which serviced communications for: D/F station, TARS, and IMC (Institutul Meteorologic Central - Central Meteorological Institute). The transmitter station, which Source had seen only once, in 1949, consisted of an old, single-story brick house, approximately 20x10x8 m.. Next to it were four steel lattice radio masts. Two of the masts were 20 m. high and two were 10-15 m. high. In 1949 [redacted] radio transmitters in this building: 25X1 25X1

   a. D/F - one [redacted] medium wave transmitter, output 1.5 kw. (trade name unknown); 25X1

      - one auxilliary transmitter set, German-made FUG-3;

      - and one short wave transmitter (model unknown).

   b. TARS - one Telefunken 0.6-0.8 kw. short wave transmitter and

      - one auxilliary short wave transmitter (make unknown).

   c. IMC - one Rumanian-made Standard T-15, 0.15 kw. short wave transmitter (regarded as an unreliable and complicated set by Source).

   (This transmitter station was located about 1½ km. west of the airfield and was connected by cable to the radio facilities of the three different units it serviced. It was at the above distance from the airfield because it created less interference on the aircraft radio sets.)

2. Bucharest-Ploesti national highway with an asphalt surface, six to eight meters wide and in good condition.

3. Bucharest/Baneasa airfield, immediately east of the above highway.

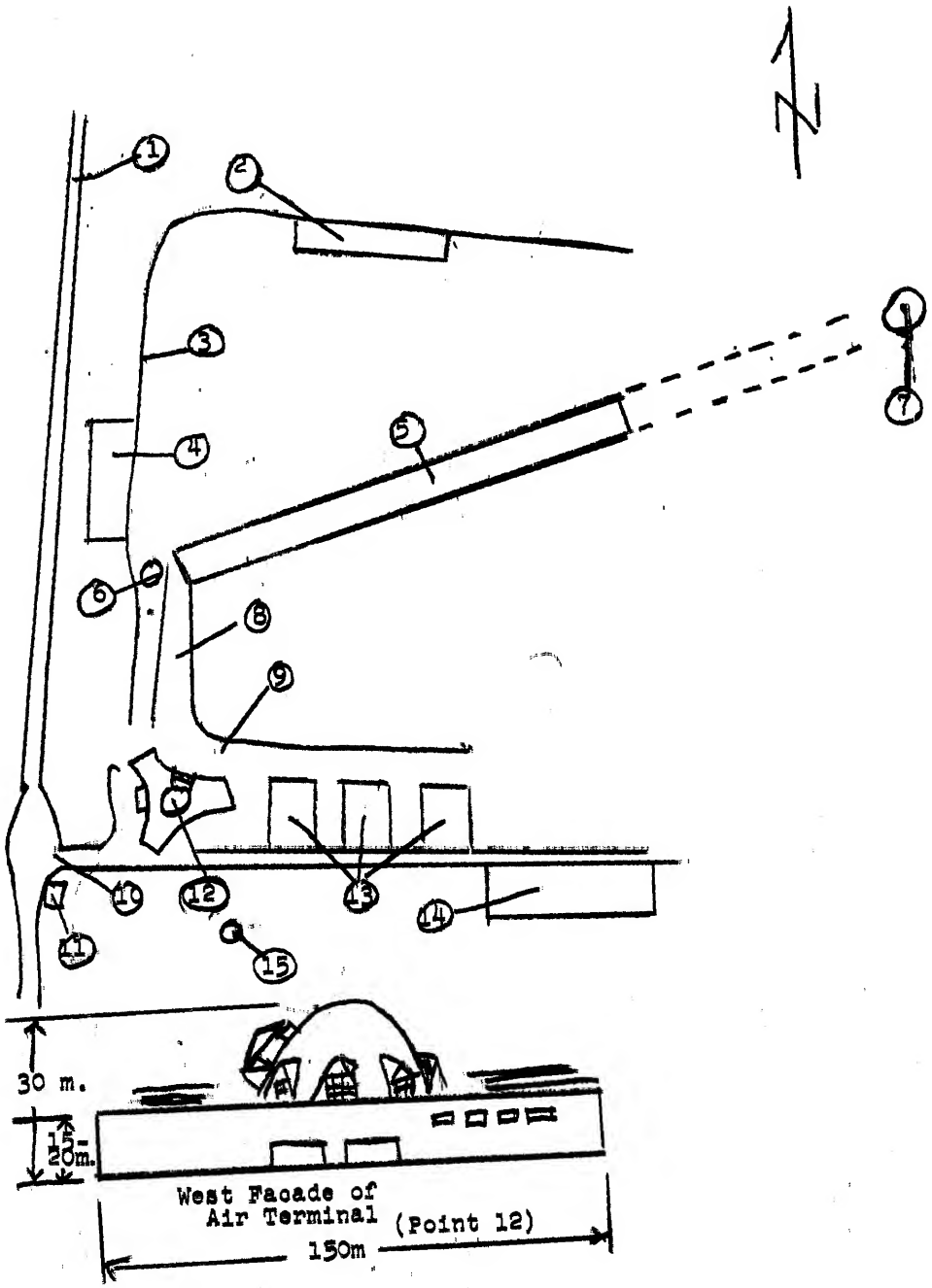
4. Airfield concrete runway with new extention (indicated by the dotted line). [redacted] its total length was 1,30 m. and its original length was 800 m. (For further information see Point 5, Annex B). 25X1

25X1

ANNEX B

[redacted] Sketch of Bucharest/Baneasa Airfield (N 44-31, E 26-05)

25X1



25X1

Legend to ANNEX B

1. Bucharest-Ploesti national highway (see Point 2, Annex A).

2. Security forces air unit installation which was last observed in 1947 when it was pointed out to Source by a radio operator from the southwest corner of the airfield. 25X1 two or three medium-sized wooden barracks of approximately 15x6x6 m. He did not believe there were any hangars in this area. In 1947, he saw the following aircraft parked in front of the barracks: one Junkers-52 and one or two Fiesler Storch single-engine liaison aircraft. 25X1

3. Fence. Only a small portion of this fence extended between the western end of the runway (Point 5 below) and the air terminal (Point 12 below) in the southwest corner of the airfield. This portion of fence had a concrete base, 60-70 cm. high, topped with mesh wire; its total height was two meters. 25X1 the entire airfield area was surrounded by a fence. In 1951 Border Guard soldiers standing guard at 500 m. intervals along the west and north periphery of the airfield. they wore OD-colored uniforms and green-topped hats.

4. Destroyed buildings, possibly former hangars, which were destroyed by World War II bombings.

5. Concrete runway, 75°/255°, 1,300 x 20 m. the original length of the runway had been 800 m. and the extension work, begun in 1948, had been completed in 1949 or 1950. 25X1 construction activity at the eastern part of the airfield. In 1951 east end of the runway, no evidence of construction work. The entire runway appeared to be in very good condition and was made of concrete slabs (approximately 15 x 7 m.) with tar poured between them. the original 800 m. portion of the runway had existed during and probably prior to World War II. 25X1

6. Former location of D/F station (statia gonio). 25X1 approximately 1950 this D/F radio shack was ultimately moved to the eastern extreme of the runway. In the shack US-made, 1937 or 1938, Hammarlund radio receiver, modified to receive on the 333 kc. band, and a Telefunken "gonio" set with a double loop antenna. 25X1 the Germans had operated a Lorenz landing approach 25X1 aid from this shack during World War II which had been destroyed after the war.

7. New location of D/F station which was beyond the eastern extreme of the runway. in 1951 it was 25X1 still considered in the experimental stage. In summer 1953, the airfield D/F facilities had been permanently moved to this location, all the old radio equipment was still being used (see Point 6), and, at that time, the D/F station

25X1

Legend to ANNEX B cont'd

was experimenting in installing a short wave transmitter with an output of 0.5 kw. which was to have a final amplifier coupled with a Soviet RSB transmitter. In the meantime, the D/F station's radio transmitters were still located at Point 1 of Annex A .

8. Taxi-way with a concrete surface was approximately 250 m. long (width unknown), connected the west end of the runway with the apron on front of the terminal (Point 12, Annex B).

9. The concrete apron appeared to be semi-circular in front of the north side of the terminal and extended eastward to the hangars (Point 13, Annex B). It was constructed with concrete slabs. 25X1

10. The main gate was closed by a wooden barrier and was continually guarded. two guards at 25X1 this gate, one was a Rumanian militiaman, armed with a pistol, and the other, a Rumanian border guard, armed with a submachine gun, model PPsh M 1941. 25X1

11. The Central Meteorological Institute was a gray stuccoed-brick 25X1 building, approximately 15 x 12 x 12 m., two-storied with a flat roof on which various meteorological equipment was mounted. The function of this institute was to compile and broadcast country-wide and local weather forecasts. these forecasts 25X1 pertained only to civilian aviation another Central Meteorological Institute was located within proper were) In addition to being responsible for gathering local weather data, this Institute also received, by radio, weather data from stations in Rumania, eastern, and western Europe. The Institute compiled these reports and, at specific hours, three or four times daily, broadcast a compiled weather data report. Until 1949 the call sign of the Institute's radio station was "YRR" 25X1 Broadcasts were made on short wave. Between 1946 and 1949 all weather bulletins were broadcast in a five-cipher international weather code. In 1949, in accordance with an international agreement, this code was slightly altered but was still on the cipher principle but modified so that it could be more detailed.

The radio room in the Meteorological Institute had the following radio receivers:

a. three sets of Lorenz German-made aircraft receivers,

b. one KWA, German-made field receiver, and

c. one US-made National HRO receiver, model 1937 or 1938.

All transmission equipment for the meteorological station was located at the transmitter station.

25X1

Legend to ANNEX B cont'd

25X1 this Institute was incorporated into the "Protectia Navigatii Aeriene" (Protection of Aerial Navigation) and was subordinate to the 25X1 Directorate of Civil Aviation (Directia Aviatiei Civile). The chief of this Institute in 1953 was one TROENARU, an experienced meteorologist. (See Annex C.) In 1949, the Institute employed a total of 20 people, of which 10 were radio-telegraphers who worked on two or three shifts per day (at least two telegraphers were on duty at all times). The remainder of the personnel collected and compiled weather data. 25X1 the Institute's radio facilities had been moved into the new terminal building.

12. The new air terminal building was located in the southwest corner of the airfield. It was built in the shape of a three-pointed star with a radius of approximately 75 m. Each of the three wings measured about 75x25x15-20 and was two stories high. The center rotunda was topped by a high dome (see sketch) which was lined with windows. The control tower, or room, was located inside the dome and had a large observation window facing the airfield. The dome's roof was metal and grayish-green in color. 25X1 the TARS radio room, located in the east wing of the terminal. 10 new Czechoslovak radio receivers, possibly manufactured by Tesla, which had 12 tubes and crystal filter. This type radio was encased in a 60x50x30 cm. box, the selector dial was rectangular and the selector needle traveled on a horizontal plane. The band was changed by turning a tumbler which brought a new frame into the selector this radio could operate on four to six 25X1 different bands. on a Sunday, there were three radio-telegraphers on duty. The transmitter facilities for TARS were still located 1½ km. west of the airfield (Point 1, Annex A).

13. Hangars. Two or three medium-sized hangars with barrel shell-type roofs were located in this area. 25X1 they had been built prior to World War II. in one of the hangars there was a radio maintenance shop and aircraft maintenance was limited to 25, 50, and 100-hour engine checks. no major engine and air-frame repairs were performed at this airfield.

14. The Aircraft scrap lot contained skeletons of World War II scrapped aircraft (the dimensions are unknown).

15. A rotating light beacon was installed on top of a water tower, 15 m. tall.

25X1

ANNEX C

25X1

NAME: TROENARU **DEGREE OR RANK:** Studied Meteorology at the University of Bucharest.

NAME: ANASTASIU, Olimpiu **DEGREE OR RANK:** Unknown

25X1